

Information gathered from the Expert Panels and Delphi Survey mapping exercises was compared to current orthophotography and wetlands mapping to determine the existing land use type (agriculture, open space/woodlots, or wetlands) that could be converted to a higher-intensity land use. Table 1-1 depicts the estimated acreage of current land uses that could be converted to other land uses based on the mapping exercise. The acreage estimates in the table do not include the direct impacts of the potential transportation improvements; they only document the potential indirect effects as noted by the Expert Panel and Delphi Survey mapping exercises.

**Table 1-1**  
**Indirect Effects Analysis**

<b>Land Use Effects by Alternative</b>	<b>Existing Land Use Conversions by Alternative</b>			
<b>Alternative Description</b>	<b>Land Use Type acres (hectares)</b>			<b>Total Converted</b>
	<b>Agriculture</b>	<b>Open Space/ Woodlots</b>	<b>Wetlands</b>	
Segment I–Deer Lake				
Deer Lake On-alignment	52 (21)	167 (68)	0	219 (89)
Deer Lake Southern Realignment	366 (148)	264 (107)	19 (8)	649 (263)
Deer Lake Far Southern Realignment*	-	-	-	-
Segment II–Apple River				
Apple River/Clover Lake On-alignment	378 (153)	195 (79)	0	573 (232)
Segment III–Range				
**Alt A, B, C–Range Alignments	182 (74)	95 (39)	1 (0.04)	278 (112)
Segment IV–Joel Flowage				
Joel Flowage On-alignment	130 (53)	24 (10)	37 (15)	191 (77)
Joel Flowage Northern Realignment	139 (57)	29 (12)	39 (16)	207 (85)
Segment V–Turtle Lake				
Turtle Lake Alternative 1 (Short South Bypass)	264 (107)	2 (1)	30 (12)	296 (120)
Turtle Lake Alternative 2 (Long South Bypass)	264 (107)	2 (1)	30 (12)	296 (120)
Turtle Lake Alternative 3 (North Bypass)	187 (76)	0	0	187 (76)
Turtle Lake Alternative 4 (Through-town)	267 (108)	110 (45)	3 (2)	380 (154)
Segment VI–Poskin				
*Poskin Alignments	231 (93)	11 (4)	0	242 (98)
Segment VII–Barron				
Barron Alternative A (Short South Bypass)	792 (320)	31 (13)	6 (2)	829 (335)
Barron Alternative B (Long South Bypass)	942 (381)	169 (69)	40 (16)	1,151 (466)
Barron Alternative C (North Bypass)	786 (318)	79 (32)	21 (8)	886 (358)
Barron Alternative D (Through-town)	85 (34)	126 (51)	0	211 (85)

\*The indirect and cumulative impact analysis was completed before this alternative was developed. Therefore impact estimates are not available.

\*\*Land use impacts not calculated for each proposed alignment.

The composite land use change maps were used to estimate specific indirect effects by land use classification type (e.g., residential, commercial). No-build and build alternatives were calculated separately. The results of this analysis are shown in Table 1-2. In some areas, the land use forecasted in the No-build Alternative is different than the land use forecasted in the various build alternatives. For instance, near the US 8/WIS 35 (N) intersection, residential development is expected under the No-build Alternative. Under the build alternatives, the land near this intersection is expected to be developed commercially. To avoid double-counting potential indirect effects, this table documents only the build alternative effects.

**Table 1-2**  
**Indirect Land Use Effects by Alternative**

Alternative Description	Land Use Type acres (hectares)				Total
	Residential	Commercial	Industrial	Institutional	
Segment I–Deer Lake					
No-Build Alternative	238 (96)	178 (72)	ni	ni	416 (164)
Deer Lake On-alignment	121 (49)	111 (45)	ni	ni	232 (94)
Deer Lake Southern Realignment	399 (161)	302 (122)	ni	ni	701 (283)
Deer Lake Far Southern Realignment*	-	-	-	-	-
Segment II–Apple River					
No-Build Alternative	159 (64)	73 (29)	ni	ni	232 (94)
Apple River/Clover Lake On-alignment	572 (231)	22 (9)	ni	ni	594 (240)
Segment III–Range					
No-Build Alternative	179 (72)	89 (36)	ni	ni	268 (108)
Range Alignments	294 (119)	ni	ni	ni	294 (119)
Segment IV–Joel Flowage					
No-Build Alternative	158 (64)	ni	ni	ni	158 (64 )
Joel Flowage On-alignment	191(77)	ni	ni	ni	191 (77)
Joel Flowage Northern Realignment	216 (88)	ni	ni	ni	216 (88)
Segment V–Turtle Lake					
No-Build Alternative	168 (68)	276 (112)	17 (7)	ni	461 (186)
Turtle Lake Alternative 1 (Short South Bypass)	17 (7)	293 (118)	ni	ni	310 (125)
Turtle Lake Alternative 2 (Long South Bypass)	17 (7)	293 (118)	ni	ni	310 (125)
Turtle Lake Alternative 3 (North Bypass)	155 (63)	40 (16)	ni	ni	195 (79)
Turtle Lake Alternative 4 (Through-town)	309 (125)	91 (37)	ni	ni	400 (162)
Segment VI–Poskin					
No-Build Alternative	89 (36)	34 (14)	ni	ni	123 (50)
Poskin Alignments	155 (63)	92 (37)	ni	ni	247 (100)
Segment VII–Barron					
No-Build Alternative	315 (127)	241 (97)	188 (76)	101 (41)	845 (341)
Barron Alternative A (Short South Bypass)	324 (131)	631 (255)	ni	ni	955 (386)
Barron Alternative B (Long South Bypass)	286 (116)	928 (375)	ni	ni	1,214 (490)
Barron Alternative C (North Bypass)	368 (149)	547 (221)	ni	ni	915 (370)
Barron Alternative D (Through-town)	201 (81)	31 (13)	ni	ni	232 (94)

\*The indirect and cumulative impact analysis was completed before this alternative was developed. Therefore impact estimates are not available. A qualitative analysis is included in Section 4.3.3.

ni = none identified